to be gravelled. The Member next referred to the Kayankulam—Ayirantengu water communication which was shallow in most places, and to the diversion of the Kayankulam Commercial canal to meet the backwater. In regard to the latter, he said that the present route was dangerous, as it had to pass across the bar, besides being circuitous, and that the diversion would be of great help for boat traffic between Kayankulam and Alleppey.

Dewan's reply.—All these matters are being attended to. I shall see what can be done.

68. Connecting Haripad with Alleppey by a good metalled road.

Mr. P. Sankara Aiyar B. A., B. L. (Member, Municipal Council, Alleppey) first thanked the Government for the broad and statesmanlike outlook they had taken in respect of the importance of communications. He then submitted that the Haripad-Alleppey road formed part of the Quilon-Alleppey road, that on account of its urgency and importance the latter was placed first in the programme of works to be carried out in the Quilon Division, but that, though seven years had elapsed, it was a matter for regret that, owing to the failure to pursue a systematic policy, the work was still incomplete. Out of the seven sections comprising the Quilon-Alleppey road, only two had already been completed and were in good order, works in two were in progress and the remaining three were awaiting funds for execution. The Member prayed that, even if Government could not simultaneously take up all the remaining sections referred to above, at least the Haripad-Ambalapuzha section might be taken up at once and the necessary funds allotted therefor. If this were completed, Alleppey would get a direct motor connection with the Main Central Road.

Dewan's reply.—The whole matter connected with the question of roads will be looked into, as I have already said, before the next budget is taken up.

69. Communications in the Kottayam Taluk.

Mr. K. K. Thomas B. A., B. L. (Member, Kottayam Taluk) observed with satisfaction that Government recognised that the taluks of Central and North Travancore were lagging behind in the matter of communications and that the paramount duty of the State was to promote agriculture and industry by every means in its Power. He represented that the roads and canals in certain parts of the Kottayam taluk were in a very pitiable condition and that measures should be adopted to improve them. He classified his subject under two heads *viz.*, (1) those calculated to benefit agriculture and (2) those directly connected with means of communications. Under the former head, he referred to the necessity for the widening of the Kanjikuzhi canal, constructed 30 years ago with a view to drain off the water that accumulated in the vast area of paddy fields on either side of it. The canal was 10 feet wide and was cut deep through a small ridge of hills, but as the bed of the paddy fields was lower than that of the Minachil river, the fields were submerged about 30 ft. under water during floods and cultivation was seriously affected. The canal should therefore be widened by 10 feet more so as to enable a larger volume of water being drained off by it. By this arrangement, navigation in *valloms* would also be facilitated and the produce could be sent out. The cost of widening the canal would be only Rs. 5,000.

(2) The Member next urged the construction of culverts on the Kodimatha *chira* on the Main Central road between the 92nd and 96th mile and also a bridge on the 94th mile. The Main Central road was at times submerged during floods for want of sufficient outlet for the water, the only existing outlet being the Kodimatha river to which runs a small canal from these fields with a small culvert. A number of culverts should be constructed to drain off the superfluous water that accumulated in the fields. The existing culvert over the canal should also be made into a bridge of 30 feet wide, and the canal broadened and deepened to afford facilities for boat traffic. That would enable the ryots to carry their produce and things required for their fields easier. If the Government found it impossible to carry out these works for want of funds, the people whom he represented would undertake to do the same, if permitted.

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